

00872 15 DEC 64

SECRET

25X1

TO : DIRECTOR

FROM :

ACTION:

INFO :

ROUTING INT

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OSA 1 - 20

PRIORITY

IN 62839

25X1 TOR: 0230 16 DEC 64

TO
25X1 PRIORITY

INFO

ONE

25X1

25X1

POSTED
M.P.

25X1

1. AIRCRAFT 122 MADE FLIGHT 83 ON 15 DEC 64, PILOT [REDACTED]
 TAKE OFF 0825 FOR 1 HOUR AND 2 MINUTES. MISSION: ENGINE SHUT-
 DOWN AT 2.0 MACH WITH HYDROGEN IGNITION SYSTEM, ACCELERATION TO 2.8
 MACH. OBTAIN ENGINE CAM DATA. GROSS WEIGHT 109,650 POUNDS, C.G.
21.3. TAKEOFF DISTANCE 6800 FEET, TAKEOFF SPEED 220 KNOTS, TEMP 17
 DEGREES, WIND CALM. MAXIMUM SPEED 2.84 MACH, MAXIMUM ALTITUDE
74,500 FEET. TIME OVER 2.0 MACH 25 MINUTES, TIME OVER 2.6 MACH
 12 MINUTES, TIME OVER 2.8 MACH 5 MINUTES. TIME OVER 50,000 FEET
 35 MINUTES.

2. ENGINES WERE TRIMMED PRIOR TO TAKE OFF AS FOLLOWS AND WERE
 NOT RETRIMMED IN FLIGHT. LEFT 745 DEGREES, RIGHT 752 DEGREES.
 ACCELERATION WAS SMOOTH WITH SOME ROUGHNESS NOTED UP TO 2.55
 MACH. AN UNLIMITED CLIMB WAS MADE THROUGH TUNNEL. ROUGH AIR WAS
 NOTED AT THE HIGHER ALTITUDES. WHILE STRAIGHT AND LEVEL AT 1.4
 TO 1.6 MACH THE ALTITUDE HOLD WAS ENGAGED WITH ADVERSE PITCH

USAF review(s)
 completed.

SECRET

GROUP 1
 EXCLUDED FROM AUTO-
 MATIO DOWNGRADING
 AND DECLASSIFICATION

S E C R E T

25X1

IN 62839

PAGE TWO

REACTION ON THE ARTICLE, WAS DISENGAGED. CIPS WERE VARYING ONE ONE HALF POUNDS DURING ACCELERATION. DURING A LEFT TURN AT 2.8 MACH, 400 KEAS CLIMBING FROM 69,000 FEET TO 74,000 FEET, 1 SHOCK POPPED THEN THE OTHER. SPIKES FORWARD CLEARED THE DISTURBANCES. EGT'S DID NOT GO OVERBOARD DURING STALLS. PILOT NOTED PITCH TRIM INDICATOR 5 DEGREES DOWN DURING TURN. COMMENTED C.G. SEEMED AFT. POWER REDUCED TO MILITARY FOR DECELERATION CAM DATA AT 1.5 MACH. ACCELERATION TO 2.8 MACH AT 400 KEAS C.G. APPEARED TO BE AFT DURING ACCELERATION IN ROUGHNESS. FUEL FLOWS WERE MATCHED AT 350 KEAS 74,000 FEET, 2.8 MACH WITH NO STALLS. ENGAGED MACH HOLD AT 2.8 MACH PLUS OR MINUS .02 MACH IN 45 DEGREE LEFT BANK. BEST OPERATION IN ARTICLE TO DATE. AT 2.0 MACH 375 KEAS REDUCED POWER DROPPED R ENGINE, AFT BY-PASS OPEN, FORWARD OPEN, SPIKE AUTO. OPENED THROTTLE TO ONE HALF BEFORE ENGINE HAD DECELERATED TO IDLE (5-6) SECOND. ROUGHNESS NOTED. 1 SHARP STALL NOTED. POWER TO MILITARY, SPIKE CAM DATA AT 350 KEAS, LANDED.

3. PARACHUTE FAILED. ROLLED OUT ON LAKE BED EXTENSION, BRAKED NORMALLY. PILOT REMARKED PITCH AXIS UNUSUAL DURING FLIGHT.

END OF MESSAGE

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